

NOMINATION OF EUNICE S. REDDICK TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE REPUBLIC OF NIGER

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to the consideration of the following nomination, which the clerk will report.

The assistant legislative clerk read the nomination of Eunice S. Reddick, of the District of Columbia, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Republic of Niger.

The PRESIDING OFFICER. Under the previous order, there will be 2 minutes of debate equally divided.

Mr. REID. Mr. President, I ask unanimous consent that time be yielded back.

The PRESIDING OFFICER. Without objection, it is so ordered.

The question is, Will the Senate advise and consent to the nomination of Eunice S. Reddick, of the District of Columbia, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Republic of Niger?

The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motions to reconsider are considered made and laid upon the table and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

BRING JOBS HOME ACT—MOTION TO PROCEED—Continued

The PRESIDING OFFICER. The Senate will resume legislative session.

The majority leader.

Mr. REID. Mr. President, I now move to proceed to S. 2569. Is that pending?

The PRESIDING OFFICER. The Senator is correct; the motion is pending.

CLOTURE MOTION

Mr. REID. Mr. President, I have a cloture motion on that matter at the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to report the motion.

The assistant legislative clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, hereby move to bring to a close debate on the motion to proceed to calendar No. 453, S. 2569, a bill to provide an incentive for businesses to bring jobs back to America.

Harry Reid, John E. Walsh, Debbie Stabenow, Amy Klobuchar, Patty Murray, Bernard Sanders, Tom Harkin, Richard

J. Durbin, Tom Udall, Robert P. Casey, Jr., Christopher Murphy, Tammy Baldwin, Jon Tester, Mark Begich, Sheldon Whitehouse, Carl Levin, Christopher A. Coons.

Mr. REID. Mr. President, I ask unanimous consent that the mandatory quorum under rule XXII be waived.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from California.

INFRASTRUCTURE

Mrs. BOXER. Mr. President, I am very proud to be on the floor this evening with colleagues for whom I have a great deal of respect. We have been working so hard across party lines to call the Nation's attention to the problems we are facing funding our transportation system. We all know there are many things in the world we cannot control and many things that are causing tremendous frustration.

I went home this weekend and my constituents came up to me and said: Senator, we cannot even look at our television sets with the tragedies that are unfolding. They feel, as I do and I know our President does, that the tragedies we are witnessing have been born out of historic animosities, and it is very difficult. If we could wave our wand and make things better in all of these areas, we would do so. We will try, and we will push. We are having a meeting with the Foreign Relations Committee, and we are going to move to speak sanity to the world. There is a crisis we can avert and there is a problem we can solve, and that is fixing the highway trust fund shortfall.

For those who don't know, the highway trust fund was created by President Dwight Eisenhower in 1956. He created the trust fund, and it was a brilliant move because he realized and said that we are developing an Interstate Highway System. He said, this is one country, and we have to be united, a physically united country, so we can move goods and people and make this country work. Since then, we have always had bipartisan support for the trust fund.

Why is it in trouble? The trust fund is in trouble because the Federal tax gas receipts have not kept pace with inflation and the rising cost of keeping highways and bridges safe. Some of our bridges are well over 50 years old. I have lived a while, and I can tell you that when you get a little older, you need a little attention, and the fact is our infrastructure is aging and we have to pay attention to it. This is not the time to walk away from this crisis.

Some may wonder why Senator BOXER is showing a photo of a football stadium. This is actually a picture of one of the Super Bowls. There are 100,000 people in this photograph. Do you know there are 700,000 unemployed construction workers? They would fill seven of these stadiums. The good news is there used to be 2 million unemployed construction workers at the height of the recession. We have gotten it down to 700,000, but we still cannot afford this.

What is the economic impact of the failure to act? It is pretty simple—millions of jobs. Because you have the construction jobs, and then you have all the benefits to communities when we have the workers around there—whether it is our cities, being able to have restaurants that are filled, and all the kinds of things which happen when you put people to work in a community.

Millions of jobs and thousands of businesses depend on the highway trust fund and those businesses and those workers are counting on us. You may say: Is there really a problem? Well, 70,000 of our bridges are structurally deficient. Keep these numbers in mind in case you are asked about it at a party—70,000 bridges are deficient and 700,000 construction workers are unemployed and 50 percent of our highways are in less than good condition.

Is this a frivolous issue we are talking about here? The 2012 Urban Mobility Report from Texas A&M said the financial cost of traffic congestion in 2011 was \$121 billion, or about \$818 per commuter. Of that total, about \$27 billion was wasted time and diesel fuel from trucks moving goods on the system.

A 2013 survey by the National Association of Manufacturers says 65 percent answered that our infrastructure is insufficient.

I will tell you some of the ideas to fix it. I am not just out here saying words. I have ideas on how to fix it. One of the ideas was put forth by Senators MURPHY and CORKER. We will hear from Senator CORKER in a moment.

One of their suggestions was to modify the gas tax to meet current needs, and that is pretty straightforward. We have been doing this forever. It is very simple and supported by the Chamber of Commerce and supported by just about everybody.

There is another way to do it that was thought of by the Republican Governor of Virginia. I support this. Let me be clear, I will support all of these measures.

The second suggestion is to replace the existing cents-per-gallon gas tax with a fee on the wholesale price of gasoline from the refinery. I like that because it is a broader way to pay for it.

I drive an electric hybrid, and as a result, I don't fill my car very often. In 2 years we filled it up 4 times. I am not paying my fair share. This would be a more broad-based fee.

The third suggestion is repatriation, which is a very interesting concept, and I know Senator PAUL supports it. It is complicated in terms of the way it scores, but the fact is it would bring in \$23 billion over the first couple of years, and it would give a break to some of our businesses.

So many of my colleagues spent so much time on this. I will not go on except to read the names of the supporters of this legislation.

The supporters of the proposal that Senators MURPHY and CORKER have